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OPINIONS OF COMMERCIAL BODIES

OF

New York, New Orleans, St. Louis, Cincinnati, Chicago, Indianapolis and San Francisco,

AND OF THE

LEGISLATURES OF CALIFORNIA AND OREGON,

ABOUT THE

NICARAGUA CANAL.

Evening Post Job Printing Office.

308

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BOX 584

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THE MARITIME ASSOCIATION OF THE PORT OF
NEW YORK.

NEW YORK, April 2d, 1888.

At the regular meeting of the Board of Directors of the Maritime Association of the Port of New York, held February 8, 1888, the following preamble and resolution were unanimously adopted:

Whereas, Isthmian marine transit will greatly benefit the United States, through the development of its commerce and trade; and

Whereas, After exhaustive surveys of the entire American Isthmus by successive administrations, the Government has found, through the reports of its Engineers, that the Nicaragua route is one of the most practicable; and

Whereas, American citizens propose to open that waterway between the Atlantic and Pacific, at enormous cost, without seeking further aid from the United States Government than the simple granting of a charter; therefore

Resolved, That we respectfully ask Congress to adopt such proper measures as will enable private enterprise to open that route to commerce at the earliest possible day.

WM. H. VAN BRUNT,
Sec'y.

THE NEW ORLEANS BOARD OF TRADE.

Whereas, Work has been commenced in Nicaragua with a view to the construction of a ship canal to connect the waters of the Atlantic and Pacific Oceans; and

Whereas, A bill to incorporate "The Maritime Canal Company of Nicaragua" has passed the United States Senate, and is now pending before the House of Representatives; and

Whereas, The construction of the Nicaragua Canal, a work of national scope, is of especial interest to the Gulf Ports of the United States, and a factor of immeasurable importance in the de-

Gift

Prof. ALLAN NEWINS

velopment of the trade of the Mississippi Valley and of its southern depot and entrepot, the City of New Orleans; therefore, be it

Resolved, That we should view with satisfaction the co-operation of the representatives of the Gulf and Valley States in aid of this legislation, and that we respectfully present this subject to the Louisiana delegation in the House of Representatives as one especially worthy of their advocacy and support.

NEW ORLEANS, March 16, 1888.

I hereby certify that the above report was duly received and the resolution unanimously adopted at said meeting, and that this is a correct extract from the minutes.

D. L. MITCHELL,
Secretary.

THE ST. LOUIS MERCHANTS' EXCHANGE.

At a meeting of the Board of Directors of the Merchants' Exchange, held this day, the following resolutions were adopted:

Whereas, The construction of a ship canal to connect the Atlantic and Pacific Oceans is a work of great importance to the commerce of the world, and promises signal benefits to the United States especially, and

Whereas, The interest of the Mississippi Valley in that important enterprise is especially connected with its promised benefits to the trade of our Gulf Ports, now already largely engaged in traffic with Central America, and certain to share in the richer commerce of the Pacific Coast Ports, and

Whereas, A bill has passed the Senate of the United States, and is now pending in the House of Representatives, to incorporate a company for the construction of such canal; therefore, be it

Resolved, That we favor the prompt passage of said bill, with a view to the earliest possible accomplishment of the contemplated work;

Resolved, That we invite the attention of our Representatives in Congress to these views.

For the Board of Directors,

GEO. H. MORGAN,
Secretary.

ST. LOUIS, March 26, 1888.

THE CINCINNATI BOARD OF TRADE.

[*From Commercial Gazette, March 28, 1888.*]

Mr. Drucker submitted and read, "A bill to incorporate the Maritime Canal Company of Nicaragua," now pending in the Congress of the United States, and known as H. R. Bill 5615, and in connection therewith offered the following preamble and resolution:

Whereas, A bill to incorporate the Maritime Canal Company of Nicaragua, having already passed the U. S. Senate, is now pending in the House of Representatives; and

Whereas, The commercial and manufacturing interests of every part of our country are concerned in the construction of a ship canal through the American isthmus; and

Whereas, The opening of such a waterway will shorten the ocean route between our Atlantic and Pacific ports by 8,000 miles, and place our Gulf ports in close proximity with the rich western coasts of Central and South America; and

Whereas, The trade and manufactures of the Ohio and Mississippi Valleys must share in fair proportion in the benefits to accrue from the growth of our traffic with the countries thus opened up to us; therefore, be it

Resolved, That we regard the construction of the Nicaragua Canal as a matter of national importance, and heartily recommend to our representatives in Congress for their favorable consideration the bill now before them, looking to the accomplishment of that work.

The preamble and resolutions were adopted.

THE CHICAGO BOARD OF TRADE.

[*Associated Press Dispatch.*]

CHICAGO, March 28.—At a meeting of the Directors of the Board of Trade yesterday the following preamble and resolutions were adopted:

Whereas, The proposed canal through the republic of Nicaragua to allow the passage of ships from ocean to ocean would shorten the route of sea-borne commerce between the Atlantic and Pacific

by thousands of miles, and greatly promote the welfare and activity of our industries and shipping by giving to American vessels and products the advantage, now enjoyed by those of Europe, of the shortest route of water communication between the ports of the Atlantic and Pacific, and

Whereas, The steady growth of such sea-borne commerce and the rapid increase of trade and population of our own and other lands on the Pacific renders it certain that such inter-oceanic canal must be constructed at no very distant day, therefore be it

Resolved, That we are in favor of the construction of said Nicaragua Canal under American auspices and control, and be it further

Resolved, That in our judgment the bill to that end, which has already passed the Senate, and is now pending in the House of Representatives, is worthy of the support and advocacy of Congress.

THE INDIANAPOLIS BOARD OF TRADE.

Whereas, The bill to incorporate the Maritime Canal Company of Nicaragua, which has passed the United States Senate and is now pending in the House of Representatives, concerns a matter of great importance to the commerce of the world, and especially to the carrying trade; and

Whereas, The construction of a ship canal through the American Isthmus promises to confer great and important advantages upon the United States in respect of their geographical relations to one another and to foreign countries; and

Whereas, The said pending act of incorporation only confers on an association of American citizens the necessary powers for the execution of this great work, without involving our government in any pecuniary liability or responsibility; and

Whereas, The conditions of this enterprise are well understood from years of investigation and consideration, and the terms of this bill have received the approval of the Senate and of the House Committee on Commerce; therefore, be it

Resolved, That the Nicaragua Canal enterprise is one which is entitled to the sympathy and support of the representatives of American commercial interests; and be it further

Resolved, That we hereby request our representative in Congress

to aid and support the said bill, to the end that the said Maritime Canal Company may begin its operations at as early a time as possible.

The above resolutions were adopted by the Indianapolis Board of Trade, March 23, 1888.

ARTHUR GILLET,
Secretary.

[SEAL.]

THE SAN FRANCISCO BOARD OF TRADE.

[Extract from the Report of a Special Committee of the San Francisco Board of Trade, in the year 1880.]

To the California Delegation in the U. S. Senate and House of Representatives:

The Board of Trade of San Francisco beg respectfully to call your attention to the Memorial which we have prepared for presentation to the Honorable Senate and House of Representatives on the subject of the *Nicaragua Interoceanic Canal* bespeaking therefor your cordial sympathy and active support. The Board feel assured of your interest in attaining a result so beneficial to all your constituents, and that, when the proper time arrives, your great influence will be found urging a work so essential to the prosperity of the producers as well as the merchants of our Commonwealth and the entire Pacific Coast.

With the assurance of our high esteem, we subscribe ourselves,

Your Fellow Citizens,

THE BOARD OF TRADE OF SAN FRANCISCO.

By J. S. TABER, *President.*

JAMES DUFFY, *1st Vice-President.*

C. F. WYMAN, *Secretary.*

WM. LAWRENCE MERRY, *Chairman,*

C. J. DEMPSTER, *Secretary,*

W. W. DODGE,

LEVI STRAUSS,

LOUIS SACHS,

} *Committee on
Interoceanic
Canal.*

Memorial to the Honorable the Senate and House of Representatives in Congress Assembled:

The Board of Trade of San Francisco representing over fifty millions of active capital controlled by two hundred and twenty-four business firms, respectfully call your attention to the great and urgent necessity existing for the construction of a Ship Canal to connect the Atlantic and Pacific oceans. Your Memorialists have attentively considered this great question in the interests of our Commonwealth, our Pacific Coast and the whole Commercial World. They have availed themselves of all the official information obtainable on the subject; they have examined professional experts on the surveys already made, as well as competent navigators respecting the practical benefits attainable thereby. After impartial and careful consideration of the subject, and without any interests except as above stated, your Memorialists desire as a commercial body, deeply interested in the practical solution of this great enterprise, to place on record their firm conviction that, in point of *Economy of Construction, availability for Commercial purposes and certainty of returns for the capital invested, the Nicaragua Route for an Interoceanic Canal* as surveyed by Commander Lull, U. S. Navy, in 1873, offers the greatest advantages, and should therefore receive the unqualified endorsement of our Government and the Capitalists of the world.

Our Pacific Coast suffers, and is retarded in its onward march of Industrial and Commercial development, for the want of cheap transportation, and your Memorialists look upon the *Nicaragua Interoceanic Canal* as the only available project which holds out to our producers and our merchants the prospects of permanent relief—in the desideratum of cheap freight to the Great Nations inhabiting the shores of the Atlantic. The millions of Europe and our own Countrymen on our Eastern seaboard want the varied products of our soil, but we are debarred from the benefit which should thereby accrue to our Pacific Coast by the expense of a continent and by the "Cape of Storms."

Your Memorialists therefore pray that, when an organization with proper guarantees, applies to you for recognition and official encouragement, the Government of our country will assume the protection, and support with its moral influence, the execution of this great work, upon which so much depends. Your sanction and your encouragement will make this essentially an *American*

enterprise, and afford such a guarantee of success as will attract the capital of Europe to complement our own. Our Coast, our Country and the World are ready for this great and beneficent enterprise. On the shores of the Pacific the sentiment of *American Nationality and Patriotism* appeals to you with the assurance of your cordial sympathy and support.

THE BOARD OF TRADE OF SAN FRANCISCO.

By J. S. TABER, *President.*

JAMES DUFFY, *1st Vice-President.*

C. F. WYMAN, *Secretary.*

WM. LAWRENCE MERRY, <i>Chairman,</i>	} <i>Committee on Interoceanic Canal.</i>
C. J. DEMPSTER, <i>Secretary,</i>	
W. W. DODGE,	
LEVI STRAUSS,	
LOUIS SACHS,	

THE CALIFORNIA AND OREGON LEGISLATURES
AND THE SAN FRANCISCO BOARD OF
TRADE.

The following resolutions of the Legislature of California and Oregon in 1882, are also of interest, and are accompanied by further resolutions of the San Francisco Board of Trade.

CONCURRENT RESOLUTION OF THE LEGISLATURE OF THE STATE
OF OREGON.

SALEM, OREGON, September 26, 1882.

Whereas, A Bill for the incorporation of the Maritime Canal Company of Nicaragua has been favorably reported by the Committee on Foreign Affairs of the United States Senate and House of Representatives at the last session of Congress, and has been made the "order of the day" on the second Monday in December next, in the Senate; and

Whereas, The Nicaragua Interoceanic Canal will be of great benefit to the producers and merchants of the Pacific Coast as well as of great commercial and political advantage to our country; therefore be it

Resolved, That the Legislature of Oregon, by concurrent resolution of its Senate and Assembly respectfully urge upon the Congress of the United States the necessity for immediate and favorable action upon the Act incorporating the Maritime Canal Company of Nicaragua, in order that this beneficent work may be promptly commenced and carried to a successful conclusion, securing to our country an American Interoceanic Canal under American control.

STATE OF OREGON, OFFICE OF THE SECRETARY OF STATE.
SALEM, September 26, 1882.

I, E. R. EARHART, certify, that I am Secretary of State of the State of Oregon, and custodian of the Great Seal thereof, and that the foregoing copy of Senate Concurrent Resolution No. 5 has been by me compared with the original Senate Concurrent Resolution No. 5, and that it is a correct transcript of said resolution and the whole thereof.

{ The Great Seal of the State of Oregon. }	In testimony whereof, I have hereunto set my hand, and affixed the Great Seal of the State, this 26th day of September, A. D. 1882.
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R. P. EARHART,
Secretary of State.

LEGISLATURE OF THE STATE OF CALIFORNIA.

Senate Joint Resolution No. 3, relative to granting Charter to Nicaragua Interoceanic Canal Company. (Adopted March 4, 1881.)

Whereas, An American company, organized by gentlemen illustrious in the political and financial history of our country, has applied for a national charter supplementary to a favorable concession already granted by the Government of Nicaragua, authorizing the construction of an interoceanic canal through Nicaragua; and whereas the great work projected by the Nicaragua Maritime Canal Company must prove of incalculable benefit to the producers and merchants of our Pacific Coast, and its speedy completion is desirable; therefore, be it

Resolved, That the Legislature of the State of California respectfully suggest to the Honorable Senate and House of Representatives in Congress assembled, the propriety of promptly granting said charter, under such conditions as in their wisdom shall

place the Nicaragua Interoceanic Canal under the control and protection of our Government.

STATE OF CALIFORNIA, DEPARTMENT OF STATE.

I, D. M. BURNS, Secretary of State of the State of California, do hereby certify that I have carefully compared the foregoing copy of a joint resolution of the Legislature of the State of California, adopted March 4, 1881, with the original now on file in my office, and that the same is a correct transcript therefrom, and of the whole thereof. Also that this authentication is in due form and by the proper officer.

{ The Great Seal of the State of California. }	Witness my hand and the Great Seal of State, at office in Sacramento, California, the fourth day of October, A. D. 1882.
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D. M. BURNS, *Secretary of State.*

By GEO. GALE, *Deputy.*

Captain WILLIAM L. MERRY offered the following resolutions, which were read by the Secretary and unanimously adopted:

THE BOARD OF TRADE OF SAN FRANCISCO, RESOLUTION ON NICARAGUA CANAL BILL.

Whereas, A Bill authorizing the incorporation of the *Maritime Canal Company of Nicaragua* has been favorably reported by the Committee on Foreign Affairs during the last session of Congress; and

Whereas, The Legislatures of Oregon and California by concurrent resolutions, the representative commercial bodies of the Pacific Coast, and thousands of our producers and merchants, have petitioned Congress urging the passage of this Bill as a matter of vital importance to the Pacific Coast, beneficent in its results to our whole country and the commercial world; therefore, be it

Resolved, That the Board of Trade of San Francisco extends to our honored Senators and Representatives in Congress its thanks for their friendly assistance to the Bill authorizing the incorporation of the Nicaragua Canal Company, and respectfully urges upon them the necessity for their active co-operation in securing its final passage and the Executive sanction during the next session of Congress.

PUBLIC OPINION
AS REFLECTED IN THE NEWSPAPERS.

PUBLIC OPINION AS REFLECTED IN THE NEWS-PAPERS.

[*N. Y. Herald*, Nov. 1, 1887.]

The commercial importance of such a canal cannot be overestimated. Thousands of miles of water passage will be avoided, and by that much New York and our eastern seaboard, and, for that matter, the Continent of Europe, will be brought nearer to the Pacific markets. The dangers of Cape Horn will be got rid of, and the whole western coasts of North and South America will be brought within a neighborly distance.

The Suez Canal has wrought a historic change in the carrying trade of the globe. It may safely be said that no single event, not even the downfall of dynasties, or revolutions, or a recasting of the map of Europe, has produced so great an effect on merchants and merchandise. In the annals of trade it stands alone, the miracle of the mercantile world. Its twin project is a canal through the Isthmus, which will shorten the route to every republic on the Southern Pacific, to California, to Australia, to Japan and China.

Its importance to foreign merchants trading at these ports is seen at a glance, but its importance to America—and that is our special interest—in time of peace and in time of war is beyond computation. It will come in time, because it is among the things that are inevitable. If it comes soon, all the better for us.

[*N. Y. Mail and Express*, Nov. 1, 1887.]

This is eminently the American project. * * * It is for the interest of this country that there should be a canal and that it should be built over the Nicaragua route. It is therefore gratifying to know that the work has been seriously entered upon.

[*Troy Times*, Nov. 10, 1887.]

The completion of this canal will mark the beginning of a new era in the commercial history of the world. Enormous advantages are certain to accrue therefrom, affecting especially countries on the American continent both north and south of the Isthmus to be traversed.

[*San Francisco Evening Bulletin*, Nov. 17, 1887.]

Ever since work was commenced on the Panama Canal there has been more or less talk about a rival scheme in Nicaragua, to be carried out exclusively under American auspices. There has been an apprehension of international friction about the Panama Canal. It is being constructed almost exclusively by French capital. But if it were in operation our Government ought to have military control of it, seeing that it would be the highway between the Atlantic and Pacific coasts of our country. No other nation would have so deep an interest in it. * * * All this gave a strength to the Nicaragua project because of its distinctively American character, which, under the circumstances, it could not have secured.

[*Portland Oregonian*.]

The certainty that this canal [Panama] will be a failure imposes a new responsibility on the United States with respect to the Nicaragua Canal. * * * We of the Pacific Coast especially need it for our commerce.

[*N. Y. Star*, Nov. 20th, 1887.]

It would seem that our only hope of securing communication between the Atlantic and Pacific Oceans would lie in the Nicaragua Canal. * * * The importance of this project to the United States cannot be overestimated, and the progress of the work will be watched with great interest.

[*N. Y. Times*, Nov. 21, 1887.]

The surveying party which is to sail for Nicaragua on the 30th inst., and will there make final surveys for the proposed canal, has been made up with great care. This enterprise appears at the outset to be managed in strict accordance with business principles.

[*N. Y. Star*, Nov. 30, 1887.]

The survey expedition of the Nicaragua Canal Company will

sal to-day. We have already stated our belief that if a waterway was to join the Atlantic and Pacific Oceans, it must be by this route

[*N. Y. Tribune*, Nov. 30, 1887.]

The departure to-day of a new expedition to complete the surveys of the Nicaragua Canal is an event of national importance. While there were serious arguments to be urged against the construction of this waterway by the United States Government, there can be no opposition on reasonable grounds to the completion of the work by an American corporation. Where the French have failed, more practical Yankee enterprise may hope to succeed, provided the feasibility and comparative economy of the project can be demonstrated by additional surveys.

[*Albany (N. Y.) Argus*.]

It is gratifying to learn that the question of an inter-oceanic canal across Central America has assumed practical shape and that the work will be commenced, ere long, on the only practical route which has been ascertained after years of thorough and patient investigation. Now that the work of De Lesseps is generally conceded to be a failure, all eyes are turned towards the Nicaragua route, which possesses inestimable advantages over all others.

[*N. Y. Financial Examiner*, Dec. 3, 1887.]

It is a suggestive coincidence that at the moment when the inability of the French company to complete the Panama Canal is acknowledged by everybody but the company's officers, an American company should be making its decisive preparations to connect the waters of the Atlantic and Pacific.

The departure of the engineering outfit that left this port on Wednesday last marks an important turning point in the Nicaragua enterprise. Its mission is not to make further experimental surveys, but to lay out in shape for actual construction a route that has already been accepted after having been selected with great care. Some small variations from this route may be made, to accommodate the situation to practical requirements; but the essential point in the case is that the experimental stage of the Nicaragua Canal is ended and that the construction stage has begun.

[*N. Y. Sun*, January 1, 1888.]

One of the most important enterprises which it is expected the New Year will see begun in earnest, in the northern half of the New World, is the Nicaragua Canal. It is undisputed that this interoceanic waterway is not only feasible, but would pay a high rate of interest upon the cost required. It should long ago, therefore, have been built by private capital, and without efforts to involve the United States Government in needless guarantees and awkward diplomatic complications. It is satisfactory to learn that the year 1888 may see the work of cutting this canal approached in a reasonable way. In such an enterprise it should prove decidedly easier to enlist private capital than in the Panama Canal, which, in the judgment of the most competent engineers, will remain unfinished long after steamships are traversing the Lake of Nicaragua on their way from the Atlantic to the Pacific. The completion of this great work will usher in an era of prosperity for the Central American republics and the Mexican provinces of Yucatan and Chiapas, such as they have not known since the Quiché power succumbed to Spanish devastation.

[*Providence Journal*, February 16, 1888.]

There is little doubt that the general sentiment of the nation is that any waterway across the Isthmus should be within the control of the United States. * * * The history of the Suez Canal sufficiently reveals how short is the step between private ownership and national control when once the possibility is opened. It is well that England is plainly warned off the premises at once.

[*Springfield (Mass.) Republican*, February 28, 1888.]

The bill charters one of the greatest and most important enterprises undertaken by United States citizens. It should speedily become a law. The Panama Canal is dissolving into the biggest fizzle of the age. Let it be American enterprise that first joins the oceans.

[*N. Y. Mail and Express*, February 28, 1888.]

By the bill the Government is not committed to anything, but only gives legal life to a corporation formed for the purpose of making the canal as a private commercial enterprise; but, of

course, the shadow of the stars and stripes will cover the enterprise. There can be little doubt that this project will go forward to a successful conclusion.

[*Richmond (Va.) Times*, February 29, 1888.]

It is to be hoped that the House will follow the example of the Senate and act promptly on one of the most important measures of the time. * * * It is only necessary to think of the Nicaragua Canal project in all its bearings to be convinced of the immense importance of the act now before the House of Representatives.

[*N. Y. Times*, Feb. 29, 1888.]

The Senate has passed the bill to incorporate the Maritime Canal Company of Nicaragua, and there is no reason why the House should hesitate to do the same. * * * The work will be done with private capital and have the character simply of a commercial enterprise, unless contingencies should arise to give it unforeseen political importance. In that case our government should be in a position to protect its own interests and those of the Western Continent. The proposed charter is a liberal one, but no more so than those usually granted to enterprises of similar magnitude. * * * The charter should be freely and gladly granted.

[*N. Y. Commercial Advertiser*, Feb. 29, 1888.]

We are inclined to urge the forwarding of the Nicaragua scheme by the government and people of this country, so far as the government and people may forward it with propriety. * * * There would seem to be no reason why the House of Representatives should not unite with the Senate in giving the Nicaragua Company all it asks of them—an act of incorporation, or, in other words, a permission to exist.

[*Providence Journal*, March 1, 1888.]

Of the commercial importance to the world, and especially the importance to this nation, of the proposed waterway, there can, of course, be no sort of question. Perhaps we can hardly realize

how mighty a factor in our industrial development and our national unity this canal must be. Nor does much doubt remain as to the ease with which the work can be executed.

[*New Orleans States*, March 15, 1888.]

The construction of this canal will create a new epoch in the trade of the world. The discovery of the route around the Cape of Good Hope changed all the currents of the world's commerce of that era, and the construction of the Suez Canal again reversed them, leaving great cities to decay and building up new and more splendid ones in other quarters of the globe.

Any intelligent man who examines the map of this Continent must be convinced that the construction of the Nicaragua Canal will make New Orleans one of the great poles of the commerce of the world, and hence, one of the world's great cities, while it will infuse life and energy into all the countries lying around and about us.

[*Indianapolis Journal*, March 17, 1888.]

When the Nicaragua canal bill comes up in the House of Representatives at Washington, it should be supported by every member who has the country's interest at heart. It is a great national work, to bring the Atlantic and Pacific coasts within easy sailing distance of each other, and to keep the transisthmian route out of the hands of Europeans. It has other advantages, such as that it will facilitate and increase the trade of the Pacific coast with Europe, of the Atlantic coast with Australia, New Zealand and the Pacific island groups, and of both with Mexico and Central and South America. The promoters of the enterprise have not asked for any subsidy or guarantee from the government, as has been done in past years. They are men of character and high standing, and have sufficient confidence in the financial results of their project to take large preliminary risks. Congress should not grudge them a charter, which merely extends to them what every American citizen is entitled to, at home or abroad—the protection of our flag.

[*New Orleans Picayune*, March 18, 1888.]

These views and recommendations have been accepted by the Senate, which recently passed the charter of the company by a large majority. It is now before the House of Representatives, and it is hoped will receive the sanction of that body. The Repre-

representatives from the Gulf States have an interest in this measure, and I will, no doubt, give it their hearty support. The representatives from Louisiana should co-operate zealously in behalf of the measure in view of the great interest this city has in the prosecution and realization of an enterprise which promises to New Orleans the commanding position in the vast commerce which will be opened by this canal between our great valley and the Central and South American States, as well as by the direction of the intercourse between our Atlantic and Pacific possessions through this city.

[*Auburn (N. Y.) Advertiser*, March 19, 1888.]

We hope our State delegation in Congress will give some attention to the act incorporating the Maritime Canal Company of Nicaragua, when it comes before the House for consideration and passage. It is a measure which every New York member should support and advocate. The canal connecting the two oceans which wash the whole length of our eastern and western coasts, whenever it shall be built—as it must be at no very distant day—is going to work a change in our commerce, and especially in our carrying trade, which will be as mighty in its effects as a revolution. It is going to bring San Francisco 8,000 miles nearer to New York than it is now; it is going to put our Atlantic ports 2,000 miles nearer to the Pacific ones than Liverpool is, whereas now the difference is just that much the other way; and it is going to add thousands of miles to our coasting trade, now limited to the Atlantic and the Gulf. No port on our whole seaboard will derive greater proportionate advantages from these changes than the great metropolis of our State and country, the City of New York.

[*Mobile (Ala.) Register*, March 21, 1888.]

The New Orleans *Picayune* is pleased that the bill incorporating the Nicaraguan Canal has passed the Senate, and urges that Representatives from the Gulf States give the measure their earnest support in the House. They should certainly do so. As the *Register* has before this shown, the canal is feasible, and its completion is of the utmost importance to the Gulf States.

[*San Francisco Morning Call*, March 21, 1888.]

The House Committee on Commerce has instructed its Chairman to report favorably the Senate bill to incorporate the Nicar-

agua Canal Company. With favorable reports from committees in both Houses and absence of opposition from the public, the bill should become a law. The construction of the Panama Canal furnishes no reason why the Nicaragua Canal should be delayed. The former is a foreign company, and in the event of war, would almost certainly be fortified and held by the power whose citizens held the bulk of its stock. The neutrality provision is not strong enough to control the course of a government when the imperious necessities of war indicate a certain policy.

[*Ohio State Journal*, Columbus, March 21, 1888.]

There is no grander or more important project now before the public than the construction of a ship canal through Nicaragua. Unlike the affair at Panama, this is a well considered and carefully planned undertaking, all the important engineering and economical features of which have been approved by the best skill of the world. That the Nicaragua Canal can be made as projected is not a matter of doubt. The bill which has passed the United States Senate, and is now pending in the House of Representatives, chartering a company to undertake this great work, asks no subsidy nor guarantee from the Government, but a simple act of incorporation. The repute and financial standing of the incorporators have been declared satisfactory by the committees of both houses. It is as little as Congress can do to give these gentlemen the corporate powers necessary to prosecute their great enterprise.

[*Atlanta (Ga.) Constitution*, March 21, 1888.]

The company which has undertaken to construct the Nicaragua Canal is apparently under the right kind of guidance. It has the advantage, also, of operating upon a line which has long been declared by American engineers and scientists to be the easiest, surest and cheapest route for a canal between the Atlantic and Pacific oceans. As the House Committee on Commerce, having the Nicaragua Canal bill in charge, have reported that they are entirely satisfied with the financial standing of the projectors of the undertaking, there should be no difficulty about giving them the necessary charter, which is all that they ask of Congress.

[*N. Y. Herald*, March 24, 1888.]

The *Herald* this morning prints some most interesting correspondence from Greytown, Nicaragua, in reference to the surveys

on the route of the proposed Nicaragua Canal. Thus far the work is experimental, and the estimates of those in charge contemplate it as a sound investment. So far as we can understand it, the Nicaragua Canal will serve the purposes of commerce as well as the Panama enterprise, while there are none of the obstacles which thus far have weakened public confidence in that gigantic undertaking.

[*Milwaukee Sentinel*, March 26, 1888.]

Even were France to succeed in eventually blasting her way through at Panama we would still have the inside track. Three-fourths of the trade between the oceans is from the northern continents, and the Nicaragua route would be shorter than the Panama by just 600 miles. The entire work can be done in six years and for \$60,000,000. Nicaragua is eager to have us build and control it—the Eastern States are all of one accord in the matter, and, if our Western Representatives are alive to our interests, the Nicaragua Ship Canal will soon be an accomplished fact.

[*Baltimore Sun*, March 27, 1888.]

The Senate passed the bill readily, as it grants nothing but a charter, and threatens the government with no direct, collateral or ulterior liability to which it is not already subject. On the other hand it secures to the United States certain advantages which may turn out to be very valuable. * * * We shall not, it is true, own the canal, nor shall we control it. The ships of every country will traverse it and swell its toll receipts. But under the charter Congress is now asked to grant, we secure, it may be held, all the practical advantages we can reasonably expect to obtain, short of investing government money in the work.

[*N. Y. Evening Post*, March 24, 1888.]

Such being the facts concerning this undertaking and its projectors, as satisfactorily shown to the Committee of the House of Representatives charged with the duty of investigating the merits, the question turns now upon the usefulness of the canal, or the reverse, to our people and trade, and the probabilities of its success or failure as a financial adventure. The two inquiries may be dealt with in the same argument, and resolved by the same evi-

dence. If our commerce is to have a fair share with that of other nations in the use of the canal, and if such use promises continuously and favorably to affect its volume, importance and convenience, then the canal will be sufficiently beneficial to us to justify the incorporation of the promoting company by Congress, provided that the quantity of the traffic within the zone of attraction of the canal be sufficient to guarantee the solvency and success of the enterprise when the work shall be completed.

The traffic within the zone of attraction of a canal through the American Isthmus is estimated to be the following:

Class of Trade.	Tons.
(1.) Trade across the Isthmus	1,217,685
(2.) Trade between Atlantic and Pacific ports of United States	145,713
(3.) Trade between Atlantic ports of United States and foreign countries west of Cape Horn.....	752,585
(4.) Trade between Pacific ports of the United States and foreign countries east of Cape Horn.....	879,844
(5.) Trade around Cape Horn of European countries..	1,461,399
(6.) Trade of British Columbia with Europe.....	39,818
Total tonnage.....	4,507,045

Conceding the deduction of doubtful Eastern trade, and taking nothing for missing statistics, there remains a traffic of 4,225,000 tons now awaiting the opening of the canal, whereof at least 2,500,000 are the commerce of our own Atlantic and Pacific ports, hampered and hindered in the competition with European countries by the fact that the Cape Horn route is longer and less advantageous for us than for the shipping of western Europe. This disadvantage the canal will reverse, and make New York 2,500 miles nearer than Liverpool to San Francisco.

The stimulus which our domestic and near-by foreign commerce will receive from the safe and sure progress of an inter-oceanic canal towards completion, the natural increase, in six years, of all the classes of trade within the zone of attraction of the canal, and the fair probability of additions from the European traffic by sail with Japan, New Zealand, Fiji, and the South Pacific groups, should render it safe to predict a total tonnage of six to six and a half millions for the Nicaragua Canal in 1894. If the cost of constructing the canal should prove to be double the estimate of the engineers, the financial adventure would still be safe and profitable. The commerce which exists to-day assures so much. Half that commerce is our own. It is wonderful that it should have maintained itself so well in view of the disadvantages under which it has labored.

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